Editorial notices 20 cents per line, each insertion. Local notices 15 cents per line, each tuser

BAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, Dec. 3, 1865.
Trains between WASHINGTON and BALTI
NORE, and WASHINGTON AND THE WEST

NOHE, and WASHINGTON AND THE WEST, are now rus as follows, viz:

Leavedrily, except Sunday, at 6.20, 8.00, and 11.10 a.m., and 8.00, 4.20, 7.20 and 9.00 p. m. FOR ALL WAY STATIONS. Leavedrily, except Sunday, at 6.20 a. m. and 8.00 b. m.

5.00 p. m.

FOR PRINCIPAL WAY STATIONS, vis:
Bladensburg. Beltaville, Laurel, Annapolis
Junction, and Belay House, leave at 6.20 and 5.00
a. m., and 3.00 and 4.20 p. m. daily, except Sunday.

FOR ANNAPOLIS.

day. FOR ANNAPOLIS.

Leave at 6.30 and 5.00 a. m., and 4.30 p. m.
daily, except Sunday. No train to or free Annapolis on Sunday.

ON SUNDAY.

ON SUMBAY.
FOR BALTIMORE.
Leave at 5.00 a.m. and 6.00, 7, 30 and 9.00 p. m.
FOR WAY STATIONS.
Leave at 9,00 a.m. and 3.00 g. m.
Fulk ALL PARTS OF THE WEST.
Leave daily, except Banday, at 7.30 a.m. and
9,00 p.m.
On Sunday, at 9.00 p. m. only, connecting
at Relay Station with trains from Baltimore to
Wheellin, Parkersburg, &c.

O. O. p. m.

On Sunday, at 9.00 p. m. way,
at Relay Station with trains from Baltimore to
Wheeling, Parkersburg, &c.

Through tickets to the West can be had at the
Washington Station Ticket Office at all hours in
the day, as well as at the new office in the American Telegraph Building, Pennayiranis avenue,
between Pour- and a- half and Birth streets.

For New York, Philadelphis, and Boston, see
advertisement of "Through Line."

W. P. SMITH,

Master of Transportation.
I. M. COLE,

General Ticket Agent,
GEO. S. KOONTE, Agent,

"TERS"

NOTICE TO SOUTHERN TRAVELERS.
THE OLD AND DIRECT LINE ENTIRELY COM-

STAGING ENTIRELY DISCONTINUED. 50 MILES SHOUTER AND 3 HOURS QUICKER THAN BY ANY OTHER ROUTE.

On and after MONDAY, September 25, the old and favorite line from WASHINOTON, via FRED-EMICKSBURG, to RICHMOND, with be run TWICE DALLY, (Smaday nights excepted.) as fol-

BRIGKBURG, to RICHMOND, will be run TWICK DALLY, (funday nights excepted.) as follows:

The fast and commodious steamer REYPORT, Captato Frank Hollingsbead, and C. VANDER, FILT Captato A. L. Golmary, will lieve the wharf, foot of Sixth street, Washington, swice daily, (Sunday nights excepted.) at 7 a. m., and 8.49 p. m., arriving at Aquis Creek by 10.30 a. m., and 18.39 p. m., and thence by the Blohmond, Fredericksburg, and Petoniae Rallroad, now entirely completed, to Richmond, arriving there at 2.20 p. m., and 5.50 a. m., affording ample time for dining in Richmond, and making connections with the Richmond and Petersburg Hailroad for Petersburg and points south of Petersburg.

The steamer leaving Washington at 8.45 p. m., arrives in Richmond at 5.20 a. m., affording ample time for herakfast, and connection with the Richmond and Darville trains for Danville, V., Green, bore . Salisbury, Charlotte, Raleigh, Goldsborough, and Wilmington, N. C., and Chester, B. C.

On SUNDAYS leave WASHINGTON at 7 a. m. only, and arrive in Richmond at 5.25 p. m. Baggage checked through to Richmond from New York, Philadelphia, Haltimore and Washington, and accompanied by through baggage masters.

Through tickets from N. York to Richmond 21.00

New York, Philadelphia, Haltimore and Washington, and accompaned by through baggage masters.

Through tickets from N. York te Richmond, 47. 00

"Philad"a 13. 00

"Washington 10. 10. 00

"Baltimore 10. 10. 00

"Washington 10. 5.00

"Baltimore to Fred'y 6. 00

"Washington 10. 5.00

"Baltimore to Fred'y 6. 00

"Prodericksburg 3. 00

Can be procured in New York at No. 222 Broadway, and at Contribute street ferry. In Philadelphia, withington and Baltimore Railroad Company, Broadway, and at Contribute and Onle Railroad Company, Indianal Prima streets. In Baltimore, at the Camden Station of the Baltimore and Onle Railroad Company, In Washington, at the Company Promise, and on board the Potennes steamboats.

Passengers leaving New York at 7 and 8 a. m. 6 and 7 p. m., Philadelphia at 1.10 p. m. (DAY.) and 11.10 p. m. (RIGHT), and Baltimore at 3. 4. 20

And 11.10 p. m. (RIGHT), and Baltimore at 3. 20

"Assingers' leaving New York at 7 and 8 a. m. 6 and 7 p. m., Philadelphia at 1.10 p. m. (DAY.) and 11.10 p. m. (RIGHT) and Baltimore at 3. 20

"Assingers' leaving New York at 7 and 8 a. m. 6 and 7 p. m., Philadelphia at 1.10 p. m. (DAY.) and 11.10 p. m. (RIGHT) and Baltimore at 3. 20

"Assingers' leaving New York at 7 and 8 a. m. 6 and 7 p. m., and 8 p. m., 3.33 and 4.50 a. m., arrive to Washington at 5.20, 5.50, and 7.45 p. m., and 8 p. m., sarrive to Washington at 6 p. m., sarrive to Washington at 6 p. m., sarrive to Washington, and msy have an opportunity of visiting several battle-fields near Fredericksburg, by stopping at that point.

Baggage will be cheeked from New York, Philadelphia, and Baltimore to Washington, where it will be met the the sarrive of the sarrive

PHILADELPHIA, WILMINGTON, AND

TIME TABLE.

Commencing MONDAY, December 19th, 1864, trains will leave depot, corner of Broad street and Washington avouce, as follows:

Express Train at 4.05 a. m., (Mondays excepted,) for Baltimors and Washington, stopping at Wilmington, Perrywille, Havre-de-Orace, Aberdeon, Perryman's, and Magnolia.

Way Mail Train at 5.15 a. m., (Sundays excepted,) for Baltimors, stopping at all regular stations, connecting with Delaware railroad at Wilmington for Billford, Salisbury, and latermediate stations.

diate statione.

Rayense Train at 1.16 p. m., (Sandays excepted, for Baltimore and Washington, stopping at Choster, Wilmington, Elkton, Perryville, at Choster, Wilmington, Elkton, Fundays except Havra-devillers, 2.50 p. m., (Sundays excepted)

Mignolika Might Express at 11.15 p. m., for Baltimore and Washington, stopping at Chester, (only to take Baltimore and Washington passengers,) Wilmington, Newark, Elkton, Northessi, Perryville, and Havre-de-Grace.

Passengers for Forteress Mouroe will take the 8.16 n. m. train.

ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilmington.

ton— Lazve Philadelphia at 11.00 a. m., 4.00, 5.30 and 10.00 p. m. The 4.00 p. m. train connects with Delaware Railroad for Milford and inter-mediate stations. diste stations. Leave Wilmington at 7, 15 and 9, 30 a. m., 2, 30 and 6.30 p. m.
THROUGH TRAINS FROM BALTIMORS—
Leave Wilmington at 12 m., 4.24, 8.33 and 9.54 p. m. CHESTER FOR PHILADELPHIA—Leave Ches-ter at 8.15, 10.14 a. m., 12.36, 3.13, 4.54, 7.20

tor at 5.15, 10.14 a. m., and 9.05 p. m.

BUNDAY TRAINS.

Express Train at 4.05 a. m. for Baltimore and
Washington, stopping at Wilmington, Perryvilla, Havre-ds-Grace, Aberdeen, Perryman's

for Baltimore

ville, Havre-de-Orace, Abordeen, Perryman's and Magnolia.

Might Express at 11, 16 p. m. for Baltimors and Washington, stopping at Chester, (for Balti-more and Washington passengers,) Wilmington, Newark, Ekston, North-East, Perryville and Havre-de-Gruce. Havre-de-Grace,
Accommodation Train at 10 p. m. for Wilmington and Way Stations.
BALTIMORE FOR PHILADELPHIA.

Leave Wilmington for Philadelphia at 6.30 P. BOM BALTIMORE TO PHILADELPHIA.

Leave Baltimore S. 25 a. m., Way Mail; 1, 10 p. m., Express; 5, p. m., Way Train; 6, 35 p. m., Express; 6, 25 p. m., Express, TRAINS FOR BALTIMORE Leave Chester at 6, 57 a. m., 1, 50 and 11, 50 P. III.

Leave Wilmington at 5.13, 2.40 a. m., 2.25, 4.53 and 12.25 p. m.

FREIGHT TRAIN, with passenger our attached, will leave Wilmington for Persyville and intermediate stations at 7.05 p. m.

Lauli H. F. KENNEY, deperimendent.

WASHINGTON, D. C., SATURDAY EVENING, DECEMBER 28, 1865.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

BAILROADS. GREAT PENNSYLVANIA BOUTE TO

NORTH AND WEST. FOUR DAILY TRAINS. WINTER SCHEDULE:

TWO TRAINS ON SUNDAY,

Leaving Washington at 3.30 and 7.30 p. m SLEEPING CARS ON ALL NIGHT TRAINS. LOW PARE AND QUICK TIME.

Care run through from Baltimore to Pitte-burgh, Brie or Elmira, without thange.

23-For Tiestes and any information apply at the Office of the Great Pennsylvania Route, cor-ner Pennsylvania avenue and Sixth street, under National Hotel, and Fourtheath street, exerer of Pennsylvania avenue, opposite Willards' Hotel, J. N. DUBARET, Superintendent N. C. R. R. Superintendent N. C. R. R. J. WILKINS, Passenger and Tieke Agent, JNO. GILLETT, Passenger Agent. no 20-tf

ARRANGEMENTS 1864

NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILADEL-PHIA AND THRNTON RAILROAD COMPA-

FROM PRILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHARF AND

s. m., via Camden and Jersey City—

New Jersey Accumundation.

8. m., via Camden and Jersey City—

Morning Express.

2. 00

24. Class Ticket.

11. a. m., via Kensington and Jersey

City—Express.

2. 00

2. m. via Kensington and Jersey

City—Express.

3. 00

2. m., via Camden and Ambey—C. and

A. Accommodation.

2. 25

PUILADELPHIA AND NEW YORK LINES. Leave Walnut street wharf at 6 and 8 a. m., 12 m., and 2 p. m. Leave Keasington Depot at 11.18 a. m., 2.55, 4.30 and 6.45 p. m., and 12.50 a. m. (night.) The 6.40 p. m. line runs daily; (all others, Sundays excepted.)

NEW YORK AND PHILADELPHIA LINES. Leave foot of Barclay street at 6 a. m. and 2 p. m.
From foot of Cortiand street at 7, 8, and 18 a.
m., 12 m., 4 and 6 p. m., and 12 night.
The 6 p. m. line runs d. liy; (all others, Sundays excepted.)
W. H. GATEMER Accepted.)

w. H. GATEMER, Agent,
Philadelphia and New York Lines,
Philadelphia, Dec. 23, 1863. deSi

1865 WINTER ARRANGEMENT. 1865 PENNSYLVANIA CENTRAL RAILROAD.

TWELVE DAILY TRAINS. On and after MONDAY, October 16, 1865, train

On and after MONDAY, October 16, 1863, trains will leave the Union Passenger Depot, coraer of Washington and Liberty streets, Pittsburgh, Pa., as follows:

DAY SXPRESS, daily except Sunday, at 2.50 a.m., stopping at Johnstowa, Conemanyl, Gallitson, Altona, and all principal estions, and an anaking direct connections at Harrisburg for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points.

York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points.

ALTOONA ACCOMMODATION, daily except fundary, at 5.00 a.m., stopping at all regular states between Pittsburgh and Alloons, and making close connection with trains on the Indiana Branch, West Pannayivania Raliroad, Ebensburg and Gresson Raiiroad, and Hollidayelurg Branch. PITTSBURGH AND ERIE MAIL, daily except Sanday, at 7.50 a.m., stopping only at Conemands, Gallitsen, Altoons, and all principal stations, making direct connection at Harrisburg for New York, Baltimore, and Washington.

MAIL ACCOMMODATION, daily (except funday) at 11.40 a.m., stopping at all regular stations between Pittsburg and Harrisburg making connections with trains on the Rheazburg and Gresson railroad and Hollidaysburg railroad.

PHILLADELIPHIA ERPRESS, daily at 4.25 p. m., stopping at Lawrobe, Bisarville Intersection, Johnatows, Consensagh, Gallitzer, Altoons, Huntlinden, Lawistowa, Mifflin, Newport, Maryeville, Harrisburg, Lancaster, and Downingtows, at Harrisburg direct connections are made for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points. Breeging care zero through on

mediate points. Sleeping cars on through or lits train from Pittsburg to Philadelphia and Saltimore, and to New York by the Allentows rothen STOWN ACCOMMODATION, daily (ex-JOHNSTOWN ACCOMMODATION, daily (ex-cept Sauday) at 4.55 p.m., stopping at regular stations between Pittaburg and Conemangh, and connecting at Bistraville Intersection with trains on the Indiana Branch and West Pennaylvania ratifonds.

on the Indiana branen and west railroads.
FAST LINE, daily, except Sonday, at 2.50 p.
FAST LINE, daily, except Sonday, at 2.50 p. FART LINE, dally, except Sunday, at 2, 50 p.
m., stopping only at Commangh, Gallitzen, J.
toons, Buntingdon, Lewistown, Millin, Kewport,
Maryswille, Harrisburg, Middletown, Laucasier,
and Downingtown, making connection at Harrisburg for New York, Battimore and Washington, and at Philadelphia for New York, Beston
and intermediate points. Sleeping cars run
through in this train to Philadelphia and to New
York on the Alientown route.
First Accommodation Train for Wall's Station
leaves daily (except Sunday) at 5,00 a m.
Second Accommodation Train for Wall's Station leaves daily (except Sunday) at 9,40 a.
Third Accommodation Train for Wall's Station
leaves daily (except Sunday) at 5,35 p. m.

Third Accommodation Train for Wall's Station eaves daily (except finnis) at 3.55 m.
Fourth Accommodation Train for Wall's Station leaves daily (except Standay) at 6.65 p. m.
Accommodation for Penn Station, stopping at 11 stations between Pittsburgh and Penn, at 0.50 p. m.
The Church Train leaves Wall's Station every lendsy at 9.05 s. m., and arriving in Pittsburgh at 10.05 a.m. Returning leaves Pittsburgh at 10.05 p. m., and arrives at Wall's Station at 10.05 p. m., and arrives at Wall's Station at 10.05 p. m., and arrives at Wall's Station at 10.05 p. m., and arrives at Wall's Station at 10.05 p. m.

Returning Trains arrive in Pittebu:	ryh as follows:
Mail	1.20 a. m.
Fast Line	2.00 a. m.
First Wall's Station Accommodail	on. 6.26 a. m.
Penn Accommodation	7.50 a. m.
Second Wall's Station Accommodat	ion \$.50 s. m.
Johnstown Accommodatiou	
Pittsburgh & Erie Mail	
Baltimore Express	
Third Wall's Station Accommodat	
Philadelphia Express	
Fourth Wall's Station Accommodat	
Altoona Accommodation and Emigi	
An Agent of the Excelsior Oma	
will pass through each train befor	
depot, take up checks and deliver h	
part of the city. Office No. 410 Pe	
day and night, where all orders i	
ment of passengers and barrare	

prompt attention.
Baltimore express will arrive with Philadelphis express at 2.50 p. m. on Mondays.
NOTIOE—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding significantly. W. H. BECKWITH Agent, At the Pennsylvanis Gentral Balirose Passenger Station, on Liberty and Washington streets.

ORANGE AND ALEXANDRIA RAIL-BOAD.—THROUGH by RAIL FROM WASH-INGTOR AND ALEXANDRIA TO RICHMOND AND LINCHBURG.

WASHINGTON, D. C.

INOTOR AND ALEXANDRIA TROM WARH-INOTOR AND LYNCHBURG.
On said after FRIDAY, September 1, 1865, the trains on this road will run as follows:

TRAINS SOUTH.
Leave Washington at 7 a. m. and 8, 30 p. m.
Leave Markington at 7 a. m. and 8, 30 p. m.
Leave Markington at 7 a. m. and 8, 30 p. m.
Leave Markington at 7 a. m. and 6 a. m.
Arrive at Lynchburg at 6, 45 a. m. and 7, 15 p. m.
Leave Michael at 12, 30 p. m. and 1, 40 a. m.
Arrive at Lynchburg at 6, 45 a. m. and 7, 15 p. m.
Leave Michael at 12, 30 p. m. and 12, 39 a. m.
Leave Michael at 12, 30 p. m. and 12, 39 a. m.
Leave Michael at 12, 30 p. m. and 2, 30 a. m.
Leave Michael at 12, 30 p. m. and 2, 30 a. m.
Arrive at Alexandria at 4, 50 p. m. and 6, 30 a. m.
On Sunday at Alexandria at 4, 50 p. m. and 5, 30 p. m. only.
Local freight are washington at 3, 30 p. m. only.
Local freight are washington at 1, 45 a. m.
m., arriving in Gordonaville at 11, 45 a. m.
m., arriving in Gordonaville at 11, 45 a. m.
m., arriving in Lynchburg at 7, 10 p. m.
Leaves Gordonaville at 12, 30 p. m., arriving in
Alexandria 1, 30 m.
m. train south from Washington, and the 6, 45 a.
m. train south from Washington, and the 6, 45 a.
m. train north from Marhington, and the 6, 45 a.
m. train south from Marhington, and the 6, 45 a.
m. train south from Marhington, and the 6, 45 a.
m. train south from Marhington, and the 7 a.
m. train form Lynchburg, and the 7 a. m. and 7, 15 p. m.
trains from Lynchburg, and the 7 a. m. and 7, 15 p.
m. train from Lynchburg, and the 7 a. m. and 7, 15 p.
m. train from Lynchburg, and the 7 a. m. and 7, 15 p.
The first at a continued connect with trains and the feet and a first and the feet and 7, 15 p.
The first at a continued connect with trains a continue

West.
This route has the advantage over all others by
having a continuous rail from New York to
Lynchburg, 405 miles.
It also passes through Fairfax, Buil Run, Ma-nassas, Bristow, Callett's, Happahannock, Cul-

Trains leave the corner of First and C streets
Washington. W. H. McCAFFERTY,

General Superintendent.
J. M. BROADIS,
General Passenger Agent. THROUGH LINE BETWEEN WASH INGTON, PHILADELPHIA, AND NEW YORK.

Washington and New York are ow run as follows, vis:
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.30 a. m., and
and 7.30 p. m.
FOR NEW YORK, changing cars at Philadel-

phia, Leave daily (except Sunday) at 11.15 a. m., and

WASHINGTON, 1865. ALEXANDRIA, AND GEORGETOWN

RAILEOAD COMPANY. CAPITAL STOCK, \$500,000-SHARES, \$100 HACH BOARD OF DIRECTORS Samuel M. Shoemaker, Esq., of Haitimore. Robert W. Latham, Esq., of New York city. Joseph B. Stewart, Esq., of Washington, D. C. Frederick P. Stanton, Esq., of Washington, D. C. Leonard Hoyek, Esq., of Washington, D. C.

President—Robert W. Latham, E-q, Becretary—Joseph B. Stewart, Esq. Tressurer—Leonard Huyck, E-q. Superintending Agent and Recording Secretary—Oscar A. Stevens.

All communications referring to business con-sected with said road should be addressed to the secretary, at the office of the Company, No. 411 Pounsylvania avenue, Washington, D. C. povi8-17

ATLANTIC STEAMSHIP COMPANY

TO NEW YORK. TO NEW YORK.

The steamers comprising this line are the JOHN GIBSON. Capital YOUNG. R. C. KNIGHT. Capital WORRIS. FAIRPAX. Capital WINTERS. Leaving Fier No. 12, Sorth River, New York, very WEDNESDAY and SATUEDAY, at 4 p. m.

nd foot of G street, Washington, D. C., every PUESDAY and FRIDAY, at 7 a. m. Freight received daily during business hours

Freight received daily during business hours, and carefully kept under cover.

The Steamers of this line now connect with Alexandria and Orange Railroad. Freight forwarded to any point along the line of the road.

AGESTS—MORGAN, RILINBILABLY & OU.

COT. Elevanth at and Penn. ave.,

south side, and foot of G street, Washington, D. C. BOWEN, BEO. & CO. H. B. CROMWELL & CO., 56 West street, New York.

NEW YORK
WASHINGTON STRAMSHIP COMPANY,

(OLD LINE,)
BRIWERS
NEW YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C. OCEAN STEAMERS BALTIMORE, RESECCA CLYDE, AND EMPIRE, IN COMPRECTION WITH INLAND STRANGES

GEORGE H. STOUT, MAY FLOWER, AND

OEORGE H. STOUT, MAY FLOWER, AND
ANN ELIEA.

Regular Sailing Days TUESDATS and FRIDAYS, at 12m., from foot of High street, Georgetown, and Fier 1d, East River, (foot of Wall
street,) New York.

For freight or passage apply to—
(6. P. HOUGHTON, Agent,
foot of High street, deorgetown,
M. ELDRIDGE & Co., Agents,
Prince Street Wharf, Alexandria,
JAMES HAND, Agent,
Freight received Constantly and forwarded to
all parts of the country with dispatch, at lowest
rates.

Ja22

TO THE VOTERS OF WASHINGTON.

National Republican

W. J. MURTAGH & CO., PUBLISHERS. S. P. HANSOOM, MDITOR.

I WISH ALL MEN TO BE PERS. -ARRAHAM



SATURDAY:

TO MEMBERS OF CONGRESS. Senators and Representatives can have the DAILT NATIONAL REPUBLICAN delivered regularly and promptly at their residences, sa oruppers, by ordering it through the Secretary of the Senate, the Clerk of the House of Representatives, or at the office of the RE-PUBLICAN, No. 511 Ninth street, near Penn-

DAY WITH THE PREEDMEN AND SOME NOTES OF VIRGINIA.

Wood-Chopping and Coon-Hunting-Getting Out of "The Wilderness F. F. V.'s in a Difficulty-Holland to Supersede Africa—Occoquan Des-olate—A Water Privilege Thrown

Some days ago I accepted the invitation of friend to ride with himself and another Leave daily (except Sunday) at 11.15 a. m., and 4.50 p. m.

FOR PHILADELPHIA,
Leave daily (except Sunday) at 7.30 and 11.15 a. m., and 4.50 and 7.50 p. m.

ON SUNDAY.
Leave for New York at 6 p. m. only,
Leave for Philadelphia at 7.30 p. m. only,
Elegying care for New York on 7.30 p. m. train and alseying care for New York on 7.30 p. m. train and sleeping care for New York on 7.30 p. m. train and sleeping care for New York on 7.30 p. m. train and sleeping care for New York on 7.30 p. m. train and sleeping care for New York on 7.30 p. m. train and sleeping care for New York on 7.30 p. m. train and sleeping care for New York on 7.30 p. m. train and the american Telegraph boilding, Ponneyivania avenue, between Four-and-a-haif and Sixth treets.

See Baitimore and Ohlo raliroad advertisement for schedule batween Washington, Baitimore, Annapolis, and the West.

W. P. SMITH,
Master of Transportation,
GEO, B. KOONTZ,
Areal, Washington.

102.5

WASHINGTON.
102.5

WASHINGTON.
102.5

Numbers of the proprietors of extensive voodlands in Fairfax county have sold off portions of their unimproved acres to enterprising Yankees, who are employing freed-men to cut the wood for market, and clear up the land for cultivation. This exploitstion of the idle lands lying in the pleasant corn growing regions of the Old Dominion, is going on more extensively than I had before been aware of, and the offeet in infusing energy and ideas of enterprise into the inhabitants of the Sleepy Hollows of that country will doubtless prove very beneficial.

It is amusing to see the Rip Van Winkles of the F. F. V. persuasion rubbing their eyes and blinking with astonishment at the spectoole of a live Yankee purchasing a hundred or two hundred acres of land, handing over the greenbacks for the same, and, with the labor of the emancipated bondmen, cutting off the wood and sending it to market at double-quick time, and realizing consider ably more than enough at once to pay for the land, leaving some choice timber and the soil for future use and cultivation. Can such things be, and overcome a native Virginian like a summer cloud, without his special wonder? Not extensively, I wot.

Arriving at the camp of the "cutting" be-longing to my friend, we soon had breakfast cooked over a fire built in the open air, and where long logs were sacrificed by the presiding genius "Jesse," with a recklessness that would have set a city wood merchant music in her for all she looks so." My crary. A large cast-off hospital tent served friend, the Major, proposed a coon and opfor office, sleeping apartment and grocery for the superintendent of the work and his assistant. A comfortable shelter was provided for the horses, and a couple of smaller tents for cook and driver completed the establishment, which was located on the slope of a knoll in the bosom of the pine forest. The grophylactic—was offered as the premium grind-stone—indispensable implement to the for the first coon, and they started off to grind-stone—indispensable implement to the wood-cutters—was fitted to a couple of twin bring in the "best coon dog in the whole pine trees, growing at the door of the tent, by cutting notches in their sides. Lubricat AVirginia gent ing the wooden shaft with fat bacon, the of what would be productive land if it were choppers were enabled to turn the grind-

stone effectively. We improvised a table by laying the tailboard of a lumber wagon across a couple of with him about the condition of things in barrels and ato a breakfast of steak, corndedgers, and coffee that would have done rooted aversion to labor so long as negroes credit to our best hotels. After the meal had been devoured with a rural appetite we ing was the grand obstacle in the way of the proceeded to the scene where the woodsmen's axes were ringing merrily. Here we found some eight hundred cords of pine wood, chopped to the four-foot length, and split in him the negroes would work for fair wages. the usual manner, piled up in cords for measurement. In various directions were seen the little huts of the freedmen, consist-The Assessors of the different wards will meet at the following piaces from 10 o'clock, a.m., to 30 clock, p. m., from the 18th to the 51st December inclusive, to correct and register the names of those omitted from the printed poll lists:

Second ward—George W. Harkness, H street,
Becond ward—Ground Hirteenth streets.
Third ward—William B. Downing, L street,
between Seventh and Eighth streets.

The ward—Thomas W. Barch, Fifth street,
meal, a little moinsees, and the occasional rabbit, oposeum or coop, taken by his dog,
rabbit, oposeum or coop, taken by his dog, Third ward—William S. Downing. It is between Seventh and Sight streets.
Fourth ward—Thomas W. Burch, Fifth street,
Fifth ward—B. F. Hyer, No. 671 New Jersey
rabbit, opossum or coon, taken by his dog,
sixth ward—Charles E. Nelson, 593 G street
fixth ward—Charles E. Nelson, 593 G street
chapter.

Wrapped in his blanket, resons of Virginia be stripped of their paternal
south, between Sixth and Saventh streets.

This immigration scheme I found is much
relied upon in Virginia, but as surely as it is
carried into effect, just so surely will the
sons of Virginia be stripped of their paternal
opposite to supply their want of the manading rebels. About midnight we
carried into effect, just so surely will the
sons of Virginia be stripped of their paternal
opposite, between Sixth and Saventh streets.

The lank young men who saunter

uring the wood already corded. The laborers keeping the taverns, the country stores, receive seventy-five cents per cord for chop-ping, and a smart fellow with the ax would, beer of the people; and before the scions of ping, and a smart fellow with the ax would, at that price, have as much money at the end of the year as a clerk of the Departments can tion, they will not have a rood of land under save in Washington. Some good trees are their feet—the foreigners will own it all. save in Washington. Soms good trees are their feet—the foreigners will own it all. spared by the woodman, and the proprietor The truth is that their real interest lies in orders some poplars to be cut into saw-logs to for better winter quarters than the tents. The freedmen, as cold weather approaches, will throw up fortifications against Jack Pros

with clay, bark, and timber. Everything was going on well. The black woodsmen were particularly cheerful, for it thus forming a couch, on which we lay puff was Saturday, the "Boa" had come to "pay ing our Havanas and looking up to the star off," and numbers of them would start for Alexandria that evening to spend the Sunday with their wives and children. After inspecting the "farm," we stroll through the roods in search of game with but small suc-One wild turkey gobbler is seen making tracks through an opening, but he is out of the range of small shot, and soon disapsears in the forest. The game is very scarce n the neighborhood of the wood "cuttings," for the freedmen have guns and dogs, and are expert in woodcraft. Some of them are couring the timber by night and by day, so that one must get beyond their bent to find

One object is, however, to prospect the ountry for timber land, and after a pleasant ramble we return to quarters, with appetites well-sharpened for dinner. Chickens and other edibles have been procured from a neighboring farm, and late in the afternoor we sit down to a good meal, prepared upon a much more extensive fire under the trees than that whose smoke drew tears from JESSE's eyes while cooking breakfast. the time our bucolic repast was concluded, the black-woodsmen began to gather about the quarters to grind their axes and take up their wages. Their jokes went round with were sharp enough to be preserved in the archives of the Freedmen's Bureau, although they failed to comprehend one of my dull nes, when I told them that a large number of people would be engaged in the same op ration next week in Washington, where many persons who had "axes to grind" in Congress had already arrived.

The wooden shaft of the grindstone was not particularly well fitted, and had been considerably worn. The freedman who was turning the machine remarked that "dat shaff done got too much play." The freedman who was sharpening his axe on the stone quickly replied, "Yaas, it's an idle shaff; we can't do like dat_regot no time to play." And this play upon words excited a grin and suppressed merriment around the dusky circle of grinders and spectators. When this freedman had finished his job, I asked him if the wood in their "cutting" was not easy to ar, but good many ob dem spruce pines on side ob de hill dat's been raslin and twistis in de wind ever since dey been growin up is done crooked grain as any black snake

One of the men had a young hound about the camp, as thin as a razor, through whose spotted hide his anatomy was almost as clearly discernible as if he had been pre pared and set up in a glass case. "I call him Music," he said in answer to an inquiry. "He's got a won'ful voice for a young dog. But he wont eat nothing dat I hab to est, corn bread and bacon, an' (re lectively) I spec he's got to die. Once in a wile, when I go to Alexandry, I give him fresh most, and that turns him fool! He vont eat wat his mast'r done got to eat up ere chopping wood."

Late in the afternoon several of the naive Virginians, mostly sons of farmers, dropped in upon the camp, accompanied by some melancholy dogs, and sat around the fire listening to the jokes of the freedmen who were receiving their wages at the "Cap-tain's office." The young hound gave tongue at an approaching stranger far down the woods, when one of the young farmers observed to his companions, "They ar' music in her for all she looks so." My possum hunt for the night, as we should have a good moon, to which the natives assented with alacrity, especially when it was announced that a quart of spiritus fermenti popularly known as "old rye" a medicine much used in that region as a remedy and a

A Virginia gentleman, who owns a large farm half tilled, came into camp. He was dressed in a very rusty suit, and looked as though he ought to see "better days." I conversed his part of the country, and found that the could be got to do the work for almost nothfarming interest. He said he somehow didn't believe they could get along with the niggers and make them work. I assured "But that makes 'em sassy," was his reply. In reference to his own case, I asked him why his sons, who were grown men, and him-

Fifth ward—Charles E. Nelson, 383 G street south, beven Sixth and D streets south.

Seventh ward—John H. Bird, No. 647, corner Sixth and D streets south.

de9-dt31st boughs, with his feet to the fire and his boughs, with his feet to the fire and his about the farm, or go on gunning excursions and coon hunts, despising labor as "niggers" LADY RESIDING IN A HEALTHY faithful dog to bear him company, he sleeps and coon hunts, despising labor as "niggers' part of Brooklyn, having a daughter slight the sleep of the emanuitated.

Would like to receive into her family the sleep of the emanuitated. A part of Brooklyn, having a daughter eight years old, would like to receive into her family as superintendent was bosy laying out the special care and culture guaranteed.

The superintendent was bosy laying out the tracts for each chopper to cut, marking Bartled are and culture guaranteed.

MES. C., 64 Front street, New York.

A live in the sleep of the emancipated.

The superintendent was bosy laying out into nor hard-working foreigners. Let them import herdes of Germans, and, after the comforted after his mishap by a full dram of first year or so, the new comers will be found whisky. the timber tree to be left standing, and meas- first year or so, the new comers will be found whisky.

the Virginia stock are aware of their situaneed and with whom they would stand a chance of being something more than equal, perhaps, for several generations.

As the evening drew on we procured an bundance of cedar boughs, which we sprea before the log fire and covered with blanket drowning in the light of the rising moon There is an indescribable charm in such bivouacking in bright weather. There was hardly a breath of wind low down amo rees, but we could bear ft striving fitfully in the tops of the tall pines—sometimes sweeping along like a great wave of the ses, or a swiftly-driven chariot, and sometime sighing through the evergreen foliage like a love-sick damsel. While we lay there and listened to the wrestling of the "crowned heads' above us and waiting for the efful-gence of the moon, the huntsmen of Virginia began to assemble, bringing with them large black dog, which was reputed to be the greatest coon-slayer in the country. The nimal was led with a rope halter, and we were regaled with a tale of his last florce fight with a tough old coon, who came near giving him a terrible thrashing. Some half losen young men and boys accompanied the log and sat by the fire until starting time.

Coon hunting has this advantage, viz: that the dog does nearly everything. You carry no gun nor ammunition. Somebody muoon is treed in one that cannot be climbed. When the dog trees his game he waits and barks until his coonship is dislodged, either by climbing and shaking him loose to the ground, or by felling the tree, when he pitches in," and the result is sometime itched battle, which affords much sport (?) to the hunter. The opossum usually takes more accessible trees than the coon, and is captured alive by climbing and seizing him by the tail, a feat easily performed by a Virginia expert.

While lying like forest kings upon our royal couch of cedar down, listening to the gossip of the huntsmen and the comicalities of the colored peasantry, on a sudden all the dogs about the encampment rushed down a path into the forest, barking furiously, and quickly returned at the heels of a horseman who galloped boldly into our presence, and dismounted with an air of easy confidence, as right heartily was he welcomed by the Major when the firelight disclosed his features, for they had been good friends during the war. The stranger, who was a native Virginian, and had rendered valuable service as a Union scout and trooper, was soon provided with a substantial supper, and his horse with provender, and a promise was gained from him to pend the night with us and participate in the coon-hunt.

The ex-scout who is now actively engaged n business in his native State, related some of his experiences under the new order of things. He averred that the Virginian who had remained steadfast to the Union during the rebellion, finds it extremely difficult to get along with the reconstructed rebels, who elect all the officers and constitute the sourts and juries. The Union man will be sued in their courts on the smallest pretexts, and the court and jury are prejudiced against him, and if he finds it necessary to appeal to the courts for redress of any grievance infliered on him by a "true southern man," he encounters the same prejudice. "On the whole," said he, "a rebel is better off in Virginia than a Union man."

As the moon mounted above the tree-top and sent her silver beams slantwise down into the pine timber, the freedmen's axes began to ring and the woods became vocal with their songs and wild cries. 'Do they habitants of Accotink displayed such a supechop wood at night," I asked in some amazement. The "actuary" of the place replied that every moonlight night (except Sunday nights) was improved by them, and he actually complained that they disturbed his sleep oftener than he liked And this is the peasantry who "will not work! At length the word was given to start for

the happy hunting grounds. A young freed man toted an axe, with which to change the base of any old coon that should outflank us and another carried a bag in which to im prison 'possums. The doughty black dog was passed beyond the "cutting" and were skirt ing a ravine where the game was suspected. and then he was let loose and began his work. He really bunted well that night, although a solitary 'possum was all the spoil taken The dog disappeared for about fifteen minutes quatting down on a patch of mounlight, In this way we staiked the woods and

fields, making a circuit of several miles, and although it was voted there was too much neonlight for coons to go abroad from their lairs upon nocturnal rambles. I rather en joyed the hunt. The mysteries of the woods is in its is in its print and print is print in the print is print.

Its print ward—Thomas Donohue, Twenty second its print is print.

The men have no female helpmates, and their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner, better than the blacks, and he had great their cooking is done in a simple manner.

The men have no female helpmates, and manse who would do the work cheaper and and amateur guerrillas during the rebellion, as fact which was mysteriously hinted at and steem by the Virginia hunters in our their cooking is done in a simple manner. been pried open with a powerful lever. The those who composed the "old navy." They rush fellow, who had boasted he could handle were regarded by many as superior beings;

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The huntamen who had accompanied our party, having received the hospitality of a stirrup cup, dispersed to their homes, and we retired to a "field" bed, spread upon the ground floor of the large tent. The wind ose and made low moanings in the branches, and "the sounding aisles of the dim woods encouraging the freedmen, whose labor they rang" to the occasional shouts of the freed men in the "cutting," but I soon forgot all sublunary things in the profound slumber that ever rewards a tollsome march. Early next morning the faithful cook was

heard without, and on rising we found him reconstructing the log fire from a bed of em-bers that resembled the ruined confederacy. He soon had a prosperous flame burning as brightly as we hope to see the Union fire lighting up the States that were lately obscured in the smoke of the rebellion. An ample breakfast was set forth upon the "groaning board"_the same old tail-board f the big wagon; and after the meal had we drove by the "Ox Road" to Occoquan. On this ride we passed a field where lie buried four of the men belonging to the com-pany of the famous Captain John Skirs, who once had a slight misunderstanding with Mr. Pownaran, and was saved from that doughty chief's club by his trump of a daughter. Clubs was the old Indian's strong suit, but hearts were trumps, and Captain Jour Smith held a full hand on the young squaw, and consequently he won the game Not far from the graves of the adventurers, who have reposed quietly in the sacred soil

more than two hundred years, is a large plain which the Prince William cavalry used is drill-ground during the rebellion. The approach to Occoousn from Fairfax is by a rocky road leading down the cliff upon the northern side of the Occoquan river, a stream whose chief tributaries are Bull Run and Cub Run. The village lies upon the southerly side of the river, and is inhabited by about twenty-five and a half families. This place, in its present condition, is a striking illustration of the dullness of Old Virginia under the paralyzing influences of slavery. Here is one of the finest water power privileges in the country, where the manufacture of cotton was begun before the city of Lowell was started, but which now presents a scene of ruin and desolation. The only business done there is in a saw mill and grist mill near the ruins of the cotton facory, which was burned by vandals during

the war. We crossed the river by a rope ferry near the mill. The ferryman said the water was thirty feet deep in some parts of the channel. The stream is one hundred and fifty r two hundred yards wide below the mill, and a short distance above it passes through the granite hills in a narrow gorge, and tum-bles over masses of granite piled in every conceivable form of irregularity, making picturesque cataract and waterfall. Here granite enough lying loose to build a dam that would defy the torrent. There is gran-ite enough in the cliffs on either side to build a city. A fall of a hundred feet for mill purposes might readily be obtained. With the present apology for a dam, which only detains about one third of the river, a fall of about seventy feet is attained. Vessels might come alongside the mills, and here, with such facilities, upon a navigable stream eight miles from the Potomac river, instead of a thriving manufacturing town, we see only the dregs of secession, the less of the rebel cause. Oh slavery what a blessing thou art! Great is Dinah of the Virginians A few boards are sawed, a few bags of grain are ground, a few loads of wood and a few undles of hoop-poles are shipped in schoon ers there and that is all the business of Occo-

_except whisky drinking. We left this place in disgust, and drove by way of Pohick church and Accotink, to Alexandria. And as one approaches Accotink in that direction he is forcibly struck with the contrast between the honses and people there and in other parts of Virginia in that vicinity. I inquired the reason why the inpropertly told that the place was settled years ago by a colony of Northern people, most of whom were of the Quaker persuasion. Enough said," cried I; " drive on !

WEST POINT AND THE NAVAL SCHOOL AT ANNAPOLIS. Just before the adjournment of Congress General Basks presented a resolution instructing the Committees on Military and Naval Affairs to consider whether the system held in leash by his owner until we had of education at the Military Academy at West Point and the Naval School at Annapolis requires any change, also, the propriety of establishing, or aiding in the establishment, of schools in the several States for the advancement of military and naval science, thus enabling a greater number of persons to receive at a time, scouring the forest, our party the benefits of such education, without en-moving on a convenient distance, and then larging the number of those whose lives shall be devoted to the warlike professions. The orming a picturesque group, and waiting scope of inquiry opened by the resolution is until the "Rover" returned, and was sent large, and the subject is one of such unusual out for a fresh start. overlooked even amid the pressure of the great questions which will principally engage

the attention of Congress. value of our national schools for military and naval instruction. They have been the at night are always interesting, and we were agencies of untold service, and while nuron the ground scouted over by Imponen's men | tured with exceeding care, and maintained several times by the Virginia hunters in our thoroughness of discipline, the rigid scholas. the finger, and holding on until his jaws had course,) it was the "regular officer," and